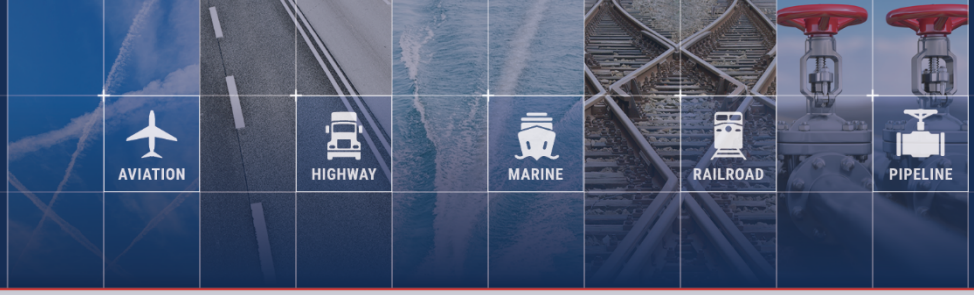

Aviation Investigation Final Report

Location:	MADISON, Mississippi	**Accident Number:**	MIA94LA027
Date & Time:	November 24, 1993, 11:20 Local	**Registration:**	N38BT
Aircraft:	THOMPSON BUSHBY MUSTANG II	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD DEPARTED THE AIRFIELD FOR A LOCAL FLIGHT. WITNESSES REPORTED THE ENGINE FAILED AND THE AIRPLANE CRASHED NEAR NEWLY CONSTRUCTED BUILDINGS. ATTEMPTS TO ASSIST THE PILOT WERE INITIATED BUT AN EXPLOSION AND FIRE OCCURRED AND THE AIRPLANE WAS DESTROYED BY FIRE. FRIENDS OF THE PILOT STATED THAT THE ENGINE HAD FAILED BEFORE AND THE PILOT HAD INSTALLED AN NEW HEAVY DUTY IGNITION MODULE FOR THE FORD V-6 ENGINE. THE IGNITION MODULE WAS TOO BADLY HEAT DAMAGED TO DETERMINE IF IT HAD FAILED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN ENGINE FAILURE FOR UNDETERMINED REASONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On November 24, 1993, about 1120 central standard time N38BT, an experimental, homebuilt Mustang II, registered to the pilot, William I.S. Thompson, crashed near Jackson, Mississippi, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was destroyed and the pilot received fatal injuries. The flight was originating at the time.

Witnesses at the scene stated that the airplane was observed to take off and start climbing normally. Shortly thereafter, they heard the engine fail and the airplane crashed in a field near the airport. As the rescuers attempted to help the pilot there was an explosion and the airplane was destroyed by fire.

The engine was removed from the wreckage and transported to a local shop. The engine, a Ford V6 automotive engine was examined and no preimpact failures or faults were found by the FAA inspector who examined the engine. The airplane records available indicated, and friends of the pilot stated that the pilot had reported that the engine had failed once before and he had purchased a heavy duty dual ignition module, and installed it inside the fuselage because he feared that the heat in the engine compartment might harm it. The ignition module was removed and shipped to the NTSB Southeast Regional Office. Attempts were made to examine the module but it was too badly heat damaged to determine if any prefire/preimpact failures were present.

Pilot Information

Certificate:	Commercial	**Age:**	57,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	December 1, 1992
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	THOMPSON	**Registration:**	N38BT
Model/Series:	BUSHBY MUSTANG II BUSHBY MUS	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	1234
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	1327 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	71 Hrs	**Engine Manufacturer:**	FORD
ELT:		**Engine Model/Series:**	V-6
Registered Owner:	THOMPSON, WILLIAM I.S.	**Rated Power:**	
Operator:	THOMPSON, WILLIAM I.S.	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	JAN ,346 ft msl	**Distance from Accident Site:**	6 Nautical Miles
Observation Time:	10:56 Local	**Direction from Accident Site:**	137°
Lowest Cloud Condition:	Clear	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	200°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		**Type of Flight Plan Filed:**	None
Destination:	JACKSON (MBO)	**Type of Clearance:**	None
Departure Time:	11:10 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	On-ground
Total Injuries:	1 Fatal	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	RON FERGUSON; JACKSON , MS
Original Publish Date:	October 20, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37463